



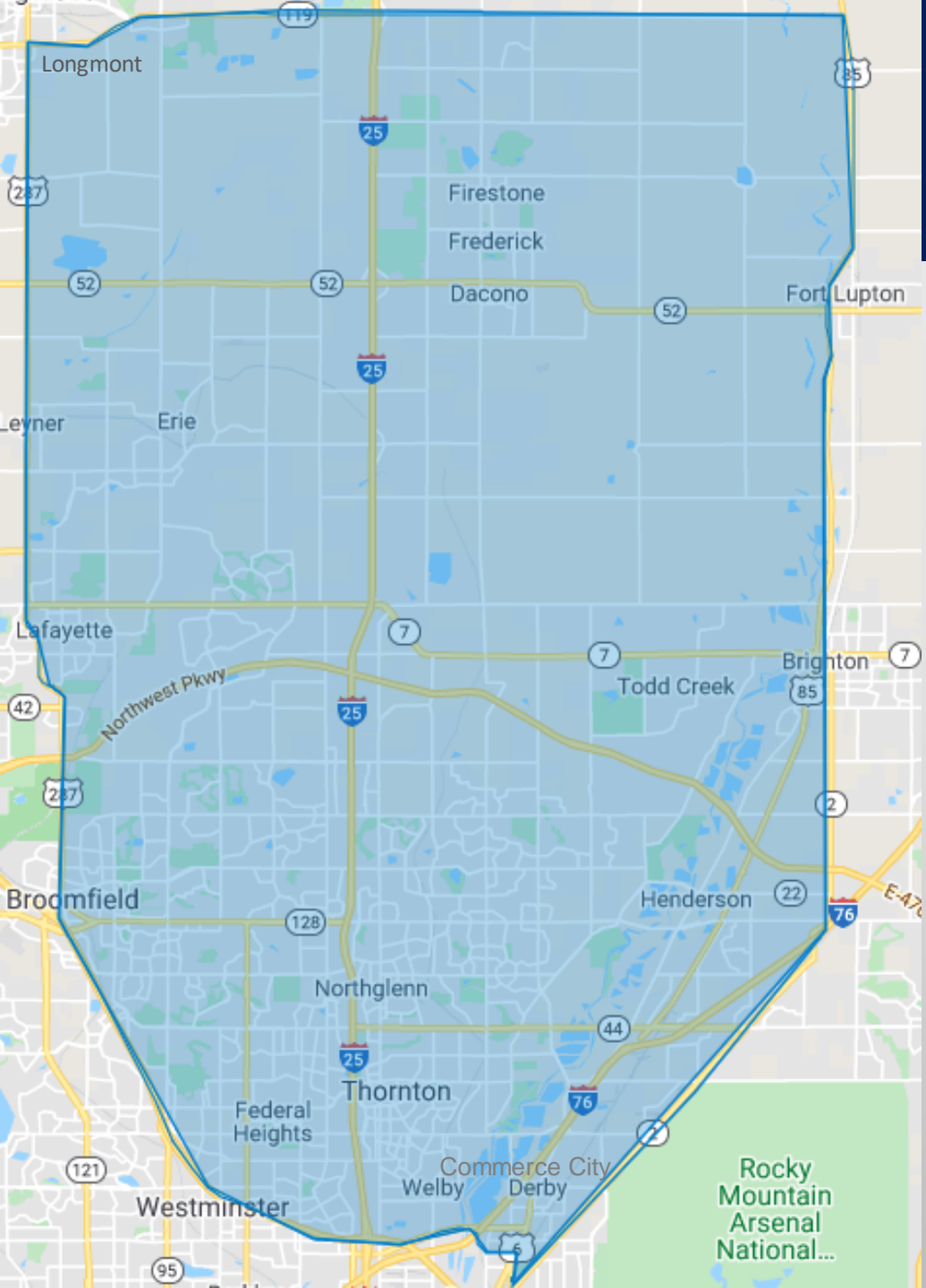
NATA Agenda



Please sign in using the chat box

- Welcome by Chair Julie Mullica
- Brief Overview of NATA Slides
- Transportation Legislative Update – Senator Faith Winter, Representative Matt Gray
- Approval of October 22nd NATA Meeting Minutes
- Election of 2021 Board Officers (voting restricted to jurisdiction reps., ACREP, SCMN reps.)
- Smart Commute Report on 2020 North Metro Commuter Survey – Catherine Sanders
- Introductory Comments by new RTD General Manager Debra Johnson
- Farewell Remarks – Director Judy Lubow
- Presentation by DRCOG – Data Subcommittee Update

NATA Boundaries





2020 Representatives



Community	Representative	Alternate	Senior Staff
Adams County	Steve O'Dorisio Commissioner	Eva Henry Commissioner	Kristin Sullivan Chris Chovan
ACED	Tom Stone Chair, Board of Directors		Deb Durand
Brighton	Greg Mills Mayor	Marv Falconburg	Mike Woodruff
Broomfield	Liz Law-Evans Councilmember Elaw-	Pat Quinn Mayor	Kevin Standbridge
Commerce City	Nicole Frank Council Member	Craig Hurst Councilmember	Joe Wilson Roger Tinklenberg Brent Soderlin
Dacono	Joe Baker Mayor	A.J. Euckert City Administrator	A.J. Euckert
Erie	Jennifer Carroll Mayor	Malcom Fleming Town Administrator	Todd Fessenden
Federal Heights	Celeste Arner Councilmember	Elaine Sweeney Councilmember	Tim Williams Renaë Stavros

Community	Representative	Alternate	Senior Staff
Firestone	Bobbi Sindelar Mayor		A.J. Krieger
Frederick	Tony Carey Mayor	Bryan Ostler Town Administrator	Kevin Ash
Longmont	Joan Peck Councilmember	Phil Greenwald Transportation Planner	Phil Greenwald
Metro North Partnership (Chamber)	Brad Harvey Horizon North Credit Union	Dennis Houston CEO	
Northglenn	Julie Mullica Councilmember	Jenny Willford Mayor Pro tem	Brook Svoboda Sara Dusenberry
Thornton	Jessica Sandgren Mayor Pro tem	Julia Marvin Councilmember	Kent Moorman
Westminster	Anita Seitz Mayor Pro tem	Jon Voelz Councilmember	Debra Baskett
Smart Commute Metro North	Joyce Downing Smart Commute Chair	Karen Stuart Executive Director	Carson Priest Tammy Herreid Catherine Sanders



Shared Values



- Transportation improvements in the north metro area are key to future economic development including creating and retaining jobs for citizens, improving mobility and reducing traffic congestion in the north metro area.
- NATA should take all steps needed to ensure that needed transportation improvements are identified and included in appropriate DRCOG, RTD and CDOT plans and funding secured.
- FasTracks is an integral part of improving transportation in the Denver metro area and the integrity of a metro-wide fixed rail system depends upon the entire system being built. NATA should take actions needed to ensure that the entire FasTracks system is built.



Leave Behind



NATA Leave Behind

ADAMS COUNTY BRIGHTON BROOMFIELD
 COMMERCE CITY DACONO ERIE FREDERICK
 FEDERAL HEIGHTS FIRESTONE LONGMONT
 NORTHGLENN THORNTON WESTMINSTER
 ADAMS COUNTY REGIONAL ECONOMIC
 PARTNERSHIP SMART COMMUTE METRO
 NORTH TMO

TRANSPORTATION CONNECTIONS
 BUILT ON CONSENSUS

NATA

NORTH AREA
 TRANSPORTATION ALLIANCE
www.northareatransportation.net

SHARED VISION

The North Area Transportation Alliance (NATA) is a partnership of public and private entities working to identify, develop, advocate, and promote transportation solutions enhancing mobility, driving economic development, and reducing traffic congestion in the north metro Denver area.

The NATA coalition is comprised of thirteen jurisdictions, Adams County Regional Economic Partnership and Smart Commute Metro North Transportation Management Organization. Established in 2009, NATA meets monthly to identify projects, strategies, and policies that further our regional transportation priorities.

Our collective goal for multi-modal solutions is built on partnership relationships with CDOT, RTD and our stakeholder community. Cooperatively established criteria identifies and supports our most important transportation projects and services. Our priorities ensure a balanced, equitable and manageable number of projects that are most important to our member jurisdictions.

The north metro area shares a vision for transportation and transit improvements ensuring economic vitality. I-25 is our region's backbone of commerce, but we are not keeping up with the transportation demands needed to maintain our competitive edge.

PEOPLE ARE ALREADY HERE
720K
 NATA CURRENT POPULATION

Keep Workforce Moving
 Local planning anticipates the additional development of the health care sector, science and technology parks, distribution centers and partnership education facilities.

Local Investment
 NATA's local governments have made significant investments to support regional highway and transit improvements. Future transportation investments will include innovative technology for mobility options that will improve safety, alleviate congestion and improve air quality.

A SINGLE DAY
 ON I-25 SEES
260,000 CARS

= 25,000 Cars

55,000
NEW HOMES
BEING BUILT

+

240,000
EXISTING
HOMES

Transportation Investments
 The north metro region is fast growing and rich with economic opportunity for commercial and residential development. With over 55,000 new residences planned and over 4,000 acres available for commercial, industrial and retail development, this region rivals any in Colorado for future economic investment.

In the spring of 2020, the Colorado Department of Transportation (CDOT) completed construction and implementation of 24 miles of Express Lanes on I-25 from US 36 to NWP/E-470. These Express Lanes provide a more efficient travel lane for existing express bus service, and when completed to I-25/CO7 sometime in the future, can facilitate Bus Rapid Transit service to and from the northern reaches of NATA.

The Regional Transportation District (RTD) opened the first segment of the N Line, a 18-mile commuter rail service from Denver Union Station to Thornton in September 2020. This 13 mile portion of the N Line includes 7 stations from Eastlake at 124th to Denver Union Station with station stops in Thornton, Northglenn, and Commerce City. Transit Oriented Development (TOD) are planned for and expected to flourish near N Line stations. With this transit addition, some, but not all of the NATA jurisdictions are now connected to the greater FastTracks system serving the Denver metro area. The completion of FastTracks continues to be a priority for NATA.



Matrix of Influence



Organization	Specific Body	Individual	Geographic Location
State Legislature	TLRC	Rachel Zenzinger, Faith Winter	Arvada, Westminster
	Senate Transportation Committee	Faith Winter (Chair)	Westminster
	House Transportation Committee	Matt Gray (Chair)	Broomfield
	Joint Budget Committee	Rachel Zenzinger, Dominick Moreno (Chair)	Arvada, Commerce City
CDOT	Transportation Commissioner District 4	Karen Stuart (Chair)	Broomfield, Adams County, Boulder County
	Transportation Commissioner District 5	Kathleen Bracke	Weld County, Larimer County, Morgan County
	RTC	Karen Stuart	Broomfield, Adams County, Boulder County
	CML	Karen Stuart (CDOT Rep.)	Broomfield, Adams County, Boulder County
	HPTE	Karen Stuart (Board Member)	Broomfield, Adams County, Boulder County
	DRCOG	RTC	Joan Peck
TAC		Kent Moorman (Chair), Debra Baskett, Brook Svoboda, Phil Greenwald, Kevin Ash, Sarah Grant, Carson Priest	Thornton, Westminster, Northglenn, Longmont, Frederick, Broomfield, SCMN


Organization	Specific Body	Individual	Geographic Location
RTD	District Director I	Judy Lublow (Erik Davidson)	Broomfield, Longmont, Thornton
	District Director J	Vince Buzek	Federal Heights, Thornton, Westminster, Northglenn, Adams County
	District Director K	Troy Whitmore	Brighton, Commerce City, Thornton
	District Director L	Shelley Cook	Arvada, Adams County
	Accountability Committee	Julie Mullica (Chair, Governance Committee)	Northglenn
	RTC	Vince Buzek	Federal Heights, Thornton, Westminster, Northglenn, Adams County
	CAC	Nancy McNally / Catherine Sanders	Westminster / SCMN, Northglenn
Metro Mayors Caucus	Transportation Committee	Marc Williams / Herb Atchison	Arvada, Westminster
CML	Municipality Committee	Jessica Sandgren	Thornton
MACC	Transportation Committee	Steve O'Dorisio	Adams County




144th FlexRide Success



— NUMBERS —




78 hour riding RTD alongside customers




6 "tweaks"/ adjustments to FlexRide Service

"Each 'tweak' to our FlexRide has brought us closer to the goal of direct connections between every FlexRide in the north metro area."

- 144th FLEX Program Manager




Over 490 Customer Service Calls Handled




11 customized travel training and trip plans

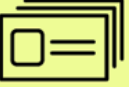
32 Mobility Fairs



Reaching over 900 Users



855 Free Uber Ride through DRMAC Partnership

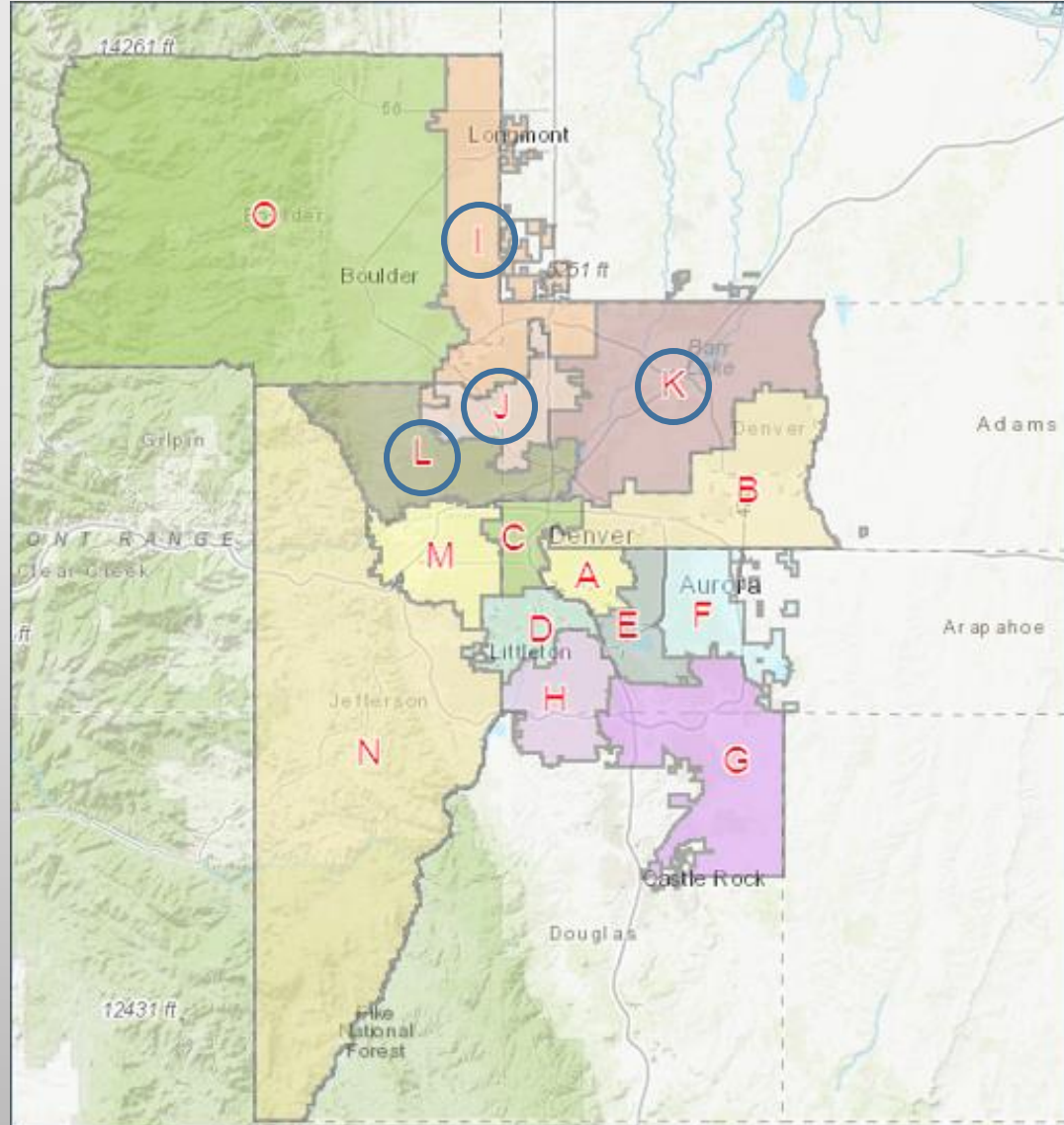


\$420 in bus passes for trial rides





NATA RTD Districts





Transportation Legislative Update



Senator Faith Winter

Chair; Senate Transportation & Energy Committee



Representative Matt Gray

Chair; House of Representatives Transportation & Local
Government Committee





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Election of 2021 NATA Officers



Floor nominations are welcome

One vote per NATA representative

- **Chair** - Mayor Pro Tem Jessica Sandgren, Thornton
- **Vice Chair** - Councilmember Joan Peck, Longmont
- **Treasurer** – Mayor Pro Tem Anita Seitz, Westminster



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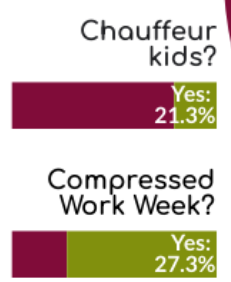
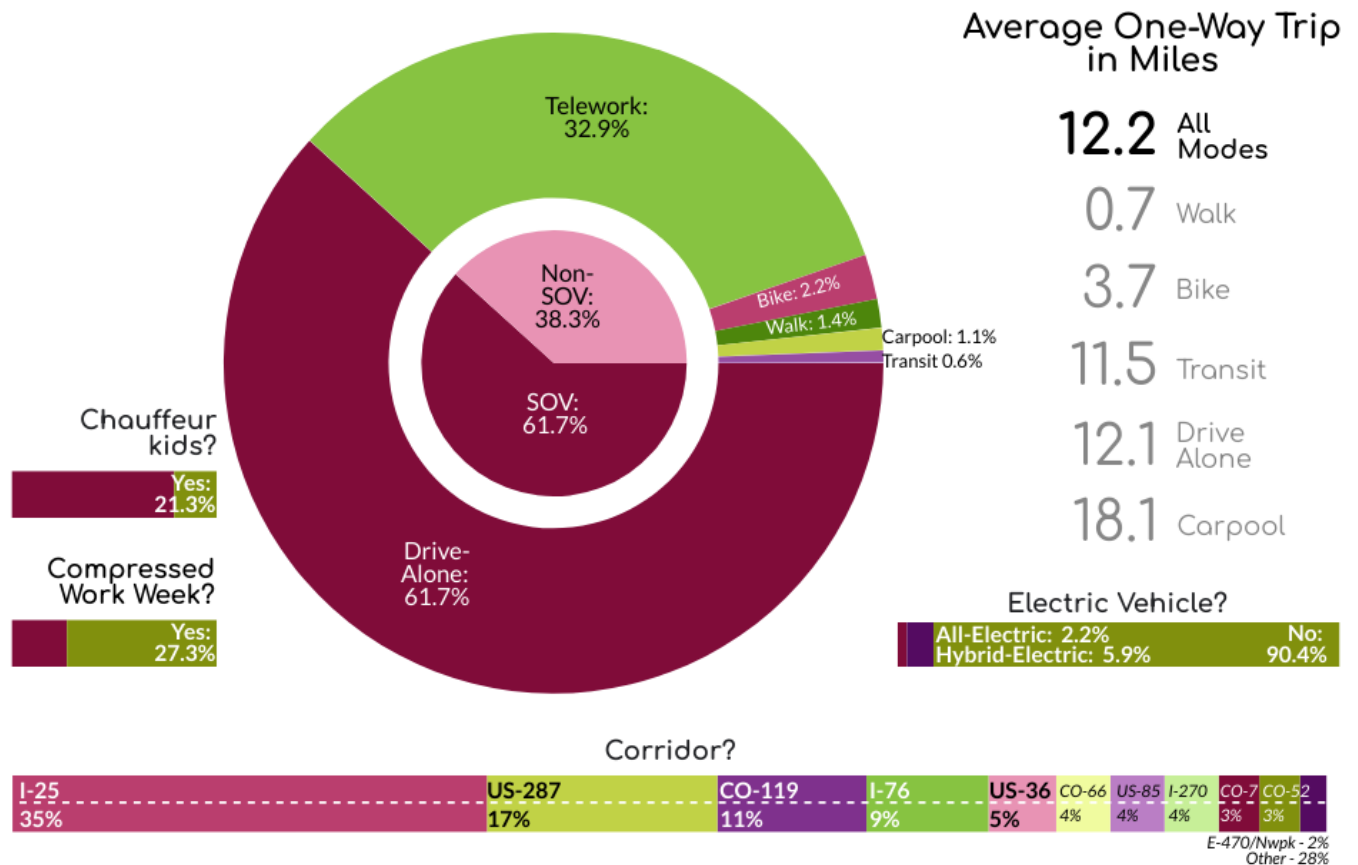


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2020 North Metro Commuter Survey



As expected, teleworking increased significantly, from 2.5% of all commutes in 2019, to 33% of all commutes in 2020.



Compared to 2019 levels, driving alone, biking, carpooling, riding transit and vanpooling all decreased. However, walking stayed about steady (1.3% in 2019).



2020 North Metro Commuter Survey

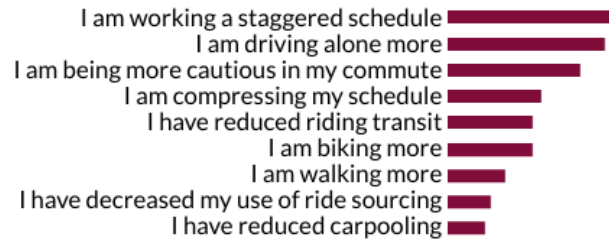


COVID-19

Has your commute changed due to COVID-19?



How Has COVID Changed Your Commute?



48.1% are teleworking more due to COVID.

Top 3 Desired Policies



#1: Flexible Work Schedules

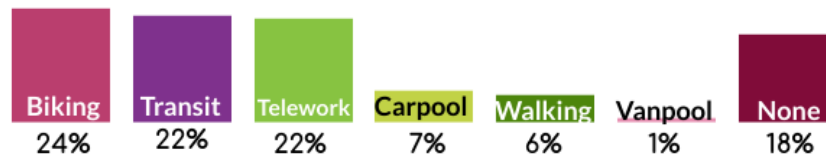


#2: A transit pass program (EcoPass/FlexPass) or a transit subsidy/discount.



#3: Opportunity to work a compressed work week.

Most Interested In Learning About...





2020 North Metro Commuter Survey



What improvements would encourage you to...

WALK more?



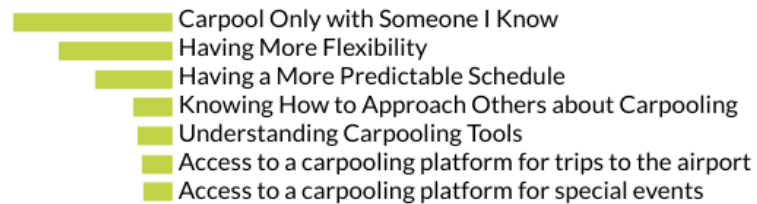
BIKE more?



RIDE TRANSIT more?



CARPOOL more?



2020 North Metro Commuter Survey



Smart Commute read over 1,600 write-in comments in order to understand concerns for Biking, Walking, Riding Transit, and Carpooling.

- "In the snowy months, SHOVELD sidewalks. Seriously... I'm pretty sure I'm going to break something on my walks because people don't shovel their sidewalks after it snows."
- "pedestrian zones/ car-free zones in urban areas"
- "Improve the South Platte bike trail and connections. This is basically I-25 only for bicycles."
- "I have biked less often than usual this summer due to the smoke and poor air quality."
- I don't own a car. I've been biking all year, all weather, everywhere I go, 100+ mi/wk, in the Denver area for over 20 years. IMO the #1 thing that would improve biking here is education. Drivers AND cyclists are ignorant of cyclists' legal rights and duties, leading to constant, life-threatening confusion and conflict between bikes and cars.
- "I come from a very small town in Arizona that had NO bus system, so this system has literally made me cry from happiness due to accessibility when I've lost the ability to use my car(s) in the past. I only wish there were more routes on weekends or late at night."
- "I love riding the bus to work, but it is hard right now with COVID. Many previous bus commuters want to make sure there is space for individuals who may not have other options."
- "Having the HOV lanes have helped shorten my commute, I like having them and I am very happy they are being extended."
- "I'm not comfortable carpooling during COVID"
- "Carpooling is anathema to the nature of owning your own vehicle. If you are going to give up your freedom to ride with others, why not just take a bus?"



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RTD GM Debra Johnson





RTD Director Judy Lubow





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DRCOG's 2050 small-area forecast

Distribution of households and jobs for
the *2050 Metro Vision Regional
Transportation Plan*

Presented by:

Brad Calvert

December 17, 2020



Today's presentation – excerpted from recent DRCOG presentations

Item

Sept. 16 Board of Directors

Oct. 21 Board of Directors

Dec. 2 Board Work Session

Question focus

Why are we growing and by how much?

How are we growing?

Where are we growing?

Note: Presentations noted above leveraged a completed product - 2050 small-area forecast (anticipated growth and development trends). The *2050 Metro Vision Regional Transportation Plan* is being prepared for public review and comment, transportation-related analyses forthcoming.



Forecasting for the regional transportation planning process

Statewide forecasts
(State Demography Office,
Colo. Department of Local Affairs)

- 2050 forecasts: population, households, jobs
- 64 counties



Small-area forecasting
(DRCOG)

- Forecast internal distribution of 2050 forecasts (aka *control totals*)
- 2,800+ small areas (aka *zones*)
- *Upcoming: Piloting more formal feedback loop with State Demography Office in 2021*



Travel demand modeling
(DRCOG, other studies)

- Forecast travel patterns between zones, on transportation network

Metro Vision gap analysis
(DRCOG, local government cohorts)

- Gap between this forecast and region's aspirations in *Metro Vision*



Getting to a 2050 small-area forecast distribution

2019: UrbanSim modeling improvements:

≈ 300
comments
from 17
jurisdictions

- Updated model codebase in the cloud
- Tuning of capacity of local zoning constraints to better reflect local conditions
 - **Past approach: 17 regional categories local zoning assigned to**
 - **Updated approach: 1,400+ local categories used to estimate**
 - September – Initial results under new approach shared with local government via web map (to inform RTP regional scenario baseline)
- Ability to **incorporate scheduled development** information
 - Observed housing and employment data through 2018
 - Develop committed projects dataset for 2018 and beyond



Getting to a 2050 small-area forecast distribution (continued)

2020: Small-area forecast development:

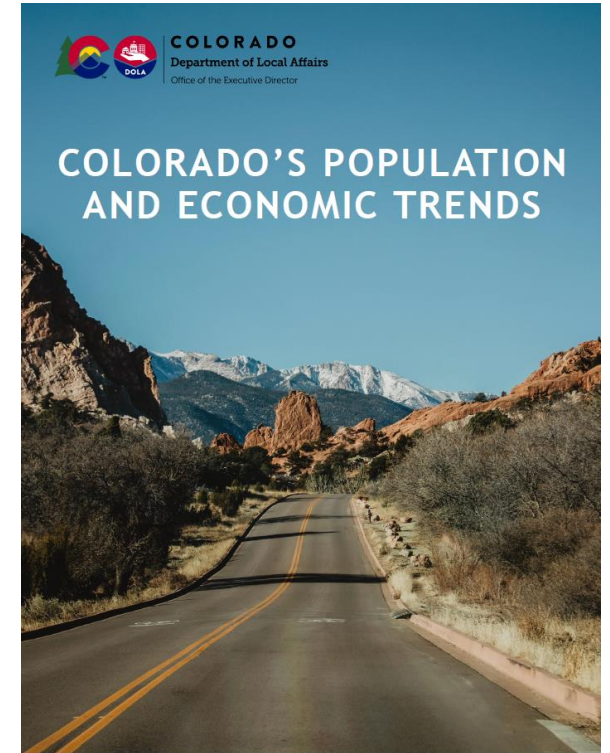
≈ 600
comments
from 29
jurisdictions
(and numerous
follow-ups)

- April – prep draft forecast using county control totals
- May – invite **local government feedback** via web map
- June – review and integrate feedback, focus on comments affecting 2020 (RTD system optimization scenarios)
- July – continue to review and integrate feedback
- August – post forecast to [Regional Data Catalog](#)
- Sept. to Dec. – Committee and Board informational items household and employment forecasts, including “gap analysis”



Why are we growing? Why is growth slowing?

- State's growth rate continuing to outpace nation's, though both declining
- Long run, 2030-2050, slowing due to:
 - Lower birth rates
 - Slowing job growth ← tight labor market
 - Slowing net migration ← domestic and international



[Full 12-page report from State Demography Office](#)



How much are we growing?

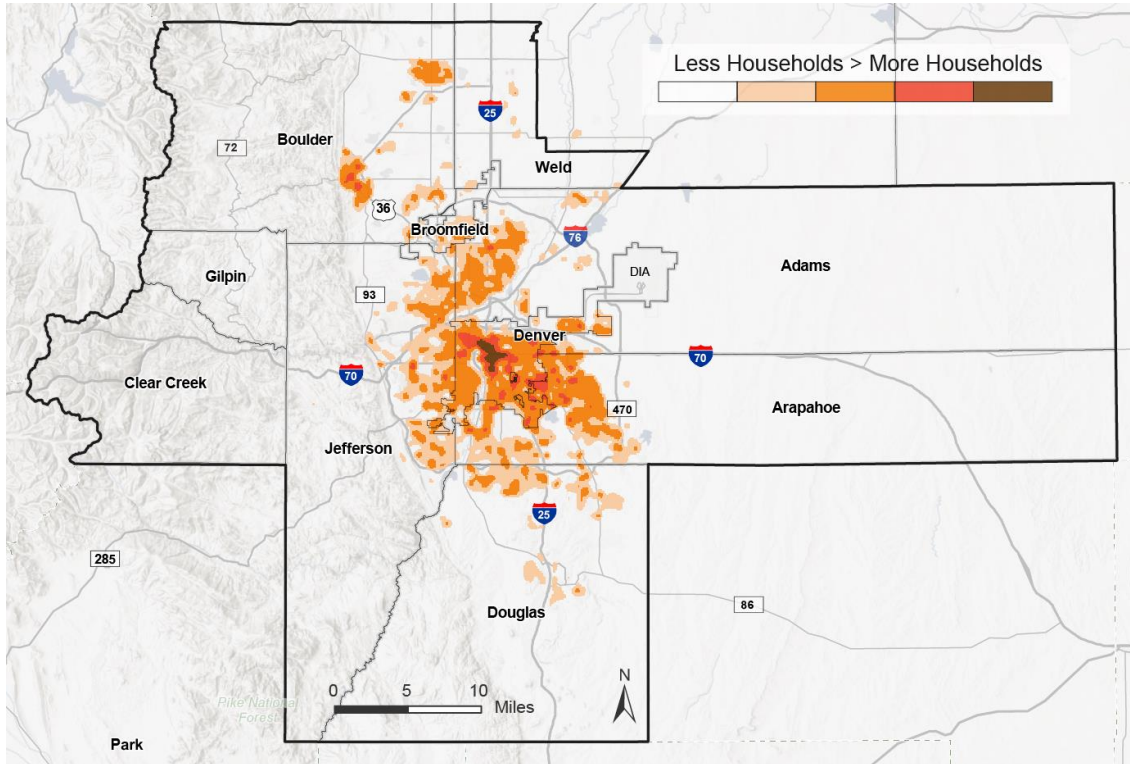
Slowing growth: 2010-2030 vs. 2030-2050

	2010-2020	2020-2030	2030-2040	2040-2050
Household growth	219,400	224,200	171,200	117,000
Job growth	482,500	280,300	261,200	262,700

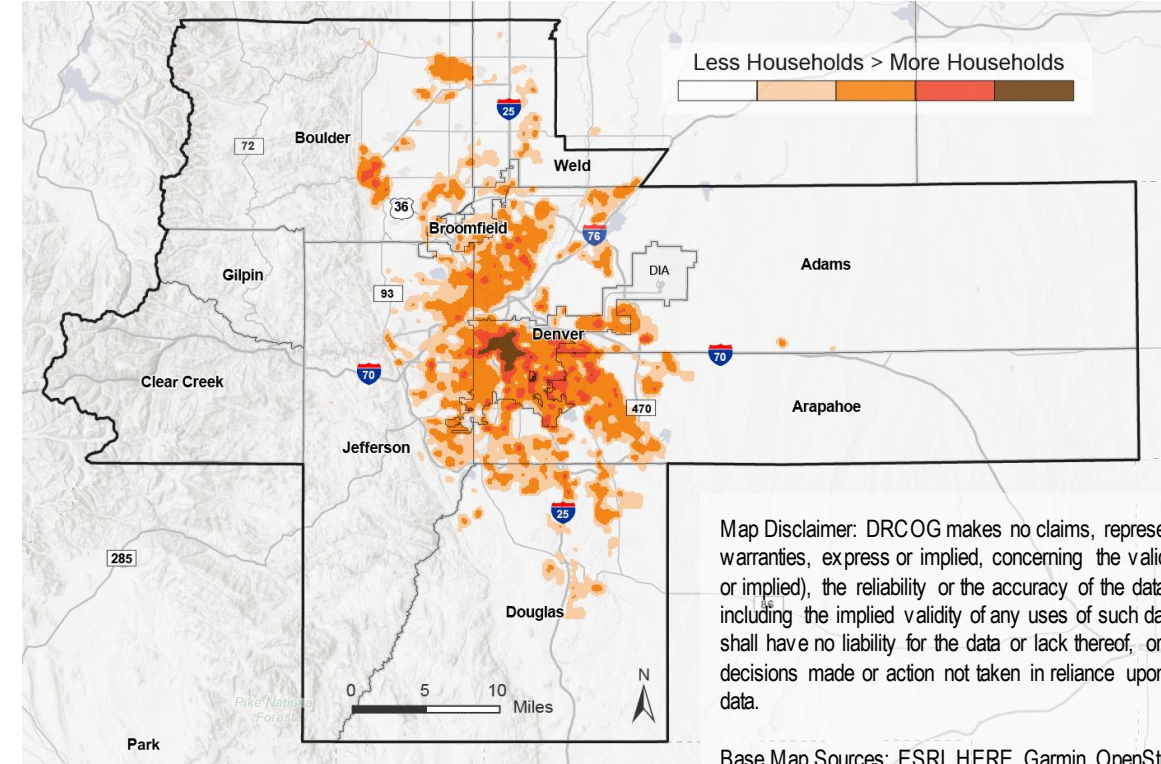


Forecast distribution of households (2020 and 2050)

Households 2020



Households 2050*



Map Disclaimer: DRCOG makes no claims, representations, or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.

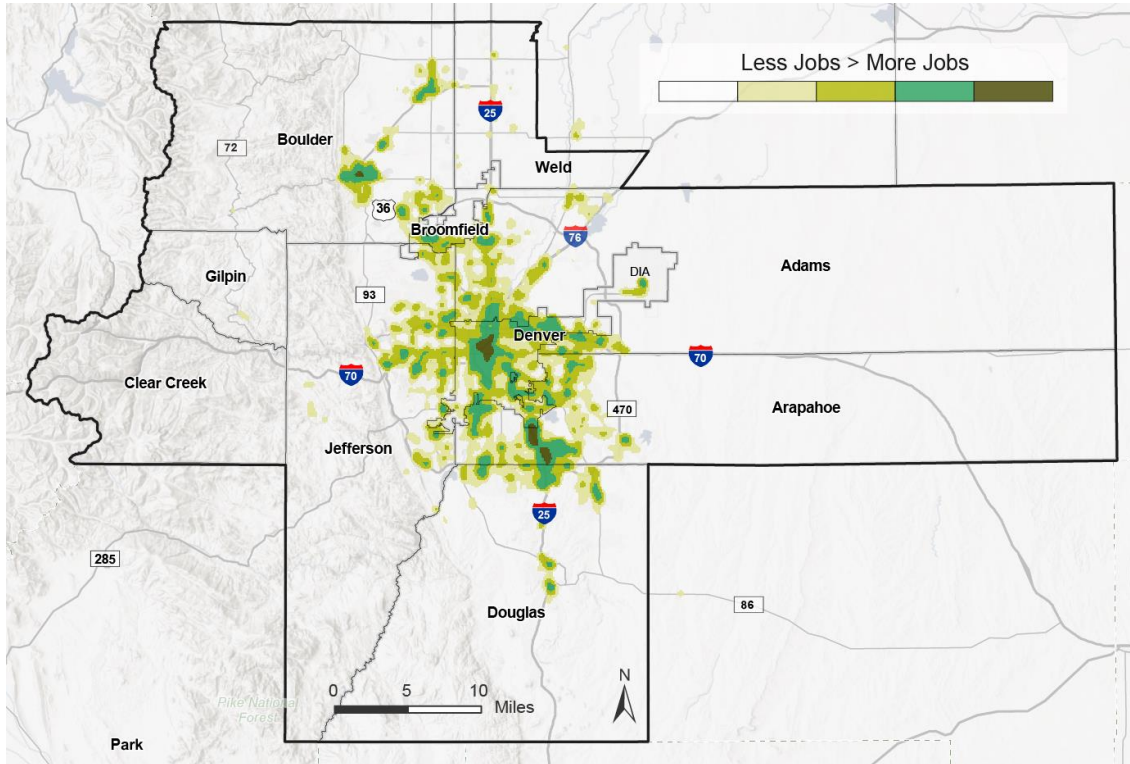
Base Map Sources: ESRI, HERE, Garmin, OpenStreetMap contributors, NOAA, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, FEMA, Geoland, Intermap, and the GIS user community.

* **Reminder:** Forecast small-area growth must remain within state-forecast county control totals

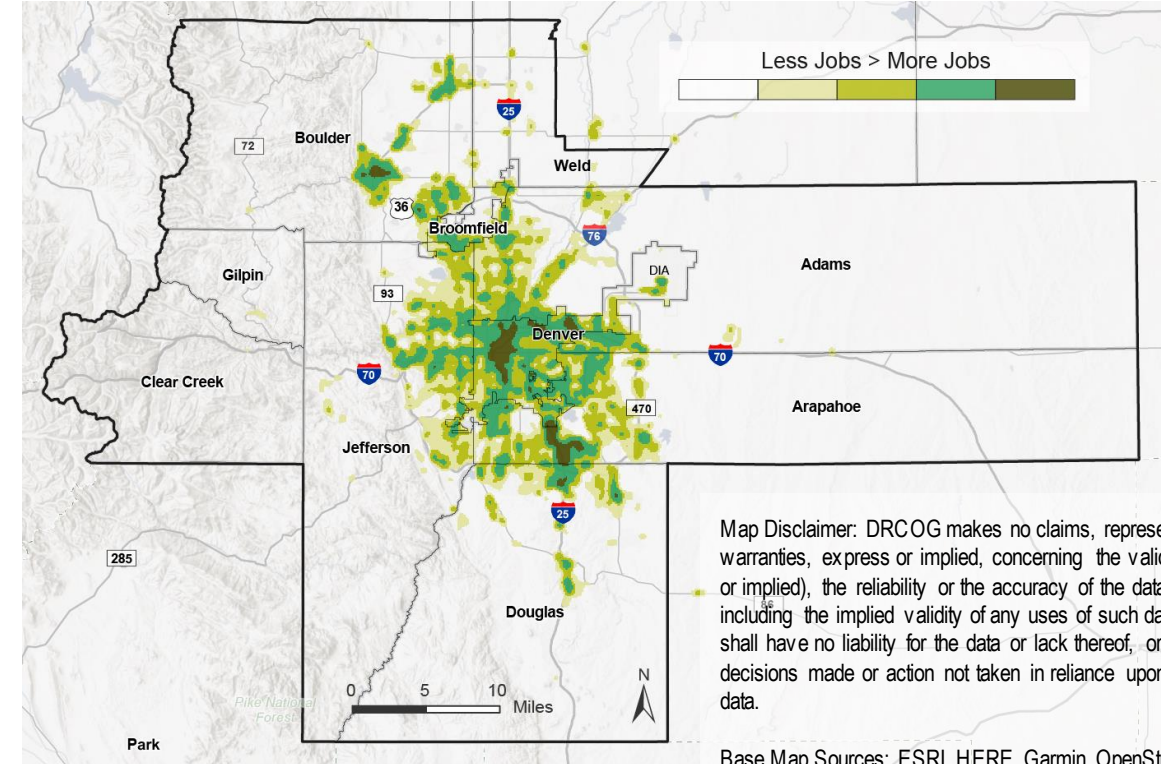


Forecast distribution of jobs (2020 and 2050)

Jobs 2020



Jobs 2050*



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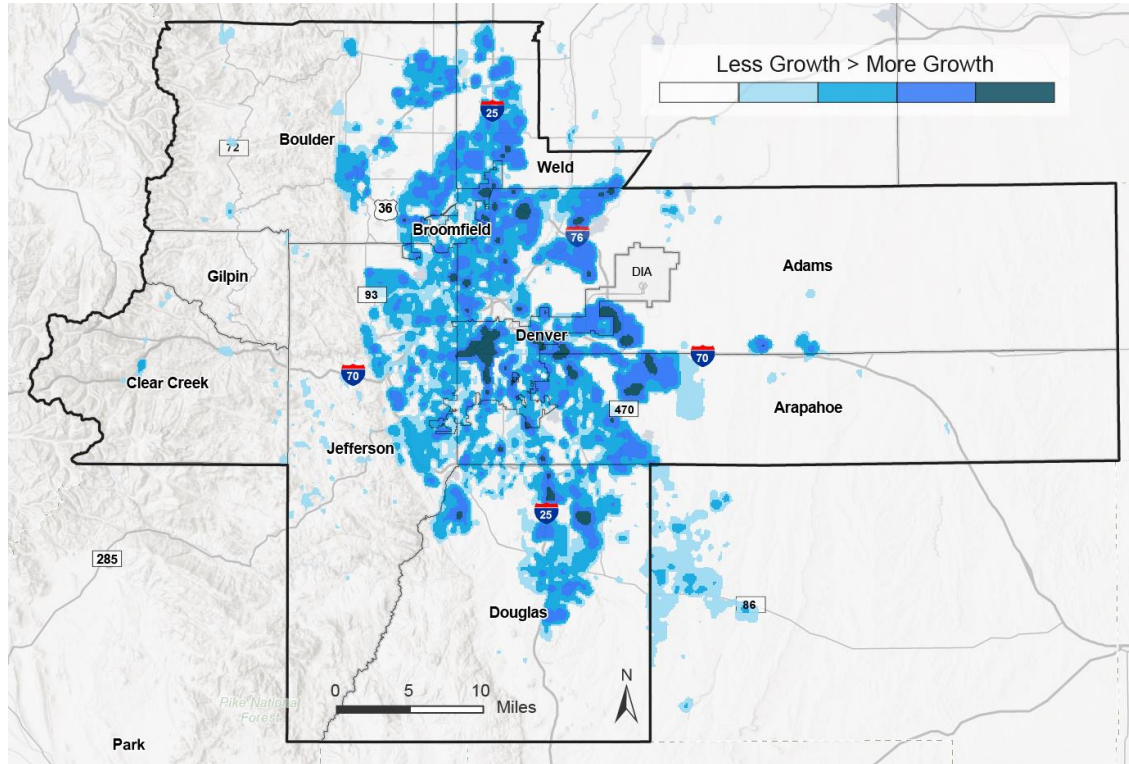
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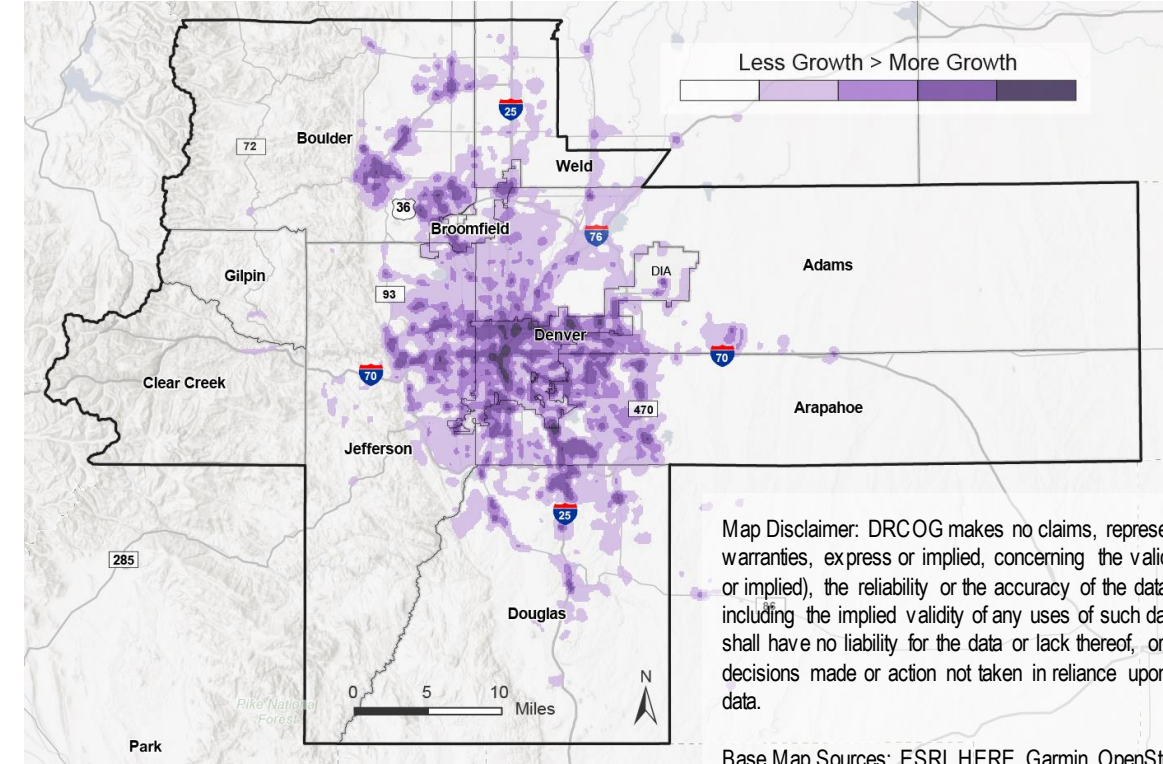


Forecast growth distribution – areas of growth

Areas of Household Growth, 2020-2050*



Areas of Job Growth, 2020-2050*



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* **Reminder:** Forecast small-area growth must remain within state-forecast county control totals

GAP ANALYSIS – A FEW HIGHLIGHTS...



Metro Vision (metrovision.drcog.org)

- Adopted unanimously in 2017
- Communities "contribute to Metro Vision outcomes and objectives through different pathways and at different speeds..."
- DRCOG uses observed data to annually report on performance measures
- 2050 forecast is an opportunity to review "as planned" regional growth through Metro Vision lens





MV Objective: Diversify the region's housing stock

- Large change in single-family to multi-family ratio since 2010, small change in overall housing portfolio....

Housing
stock added

	Percent SF	Percent MF	Percent MF (100+ units)
Through 2010	76%	24%	5%
2011-2020	56%	44%	32%
2020 "portfolio"	74%	26%	8%

Note: 2050 small-area forecast does not enumerate single- vs. multi-family units (forecasting households)

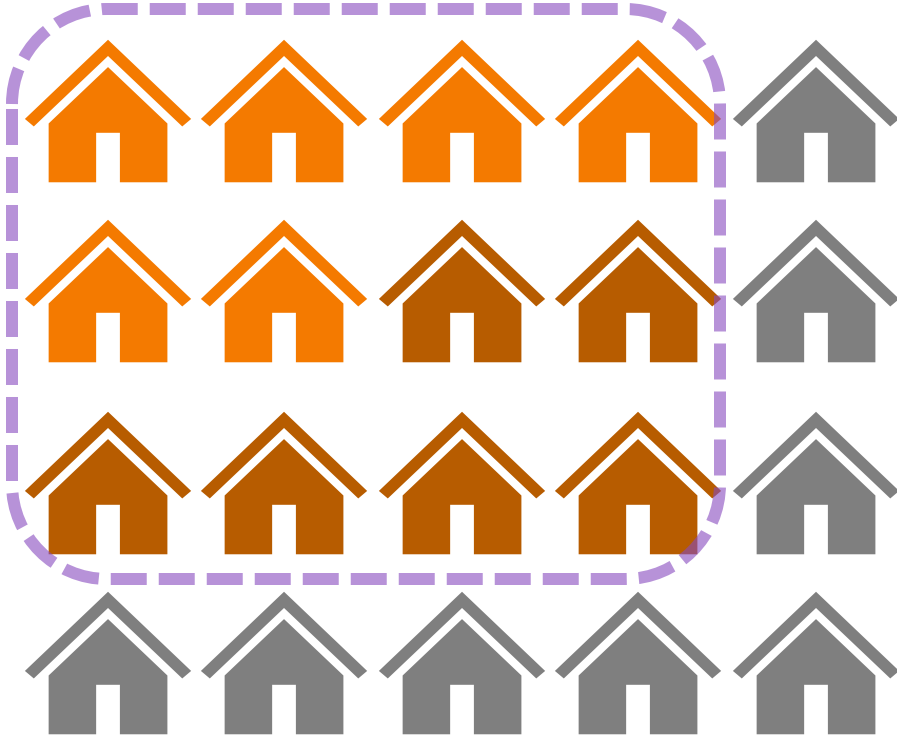


MV Objective: Increase the regional supply of housing attainable for a variety of households

2017

326,700 housing cost burdened households

57%



36,000 housing cost burdened households



- Not housing costburdened (less than 30% of income spent on housing)
- Housing cost burdened (30% or more of income spent on housing)
- Severely housing costburdened (50% or more of income spent on housing)

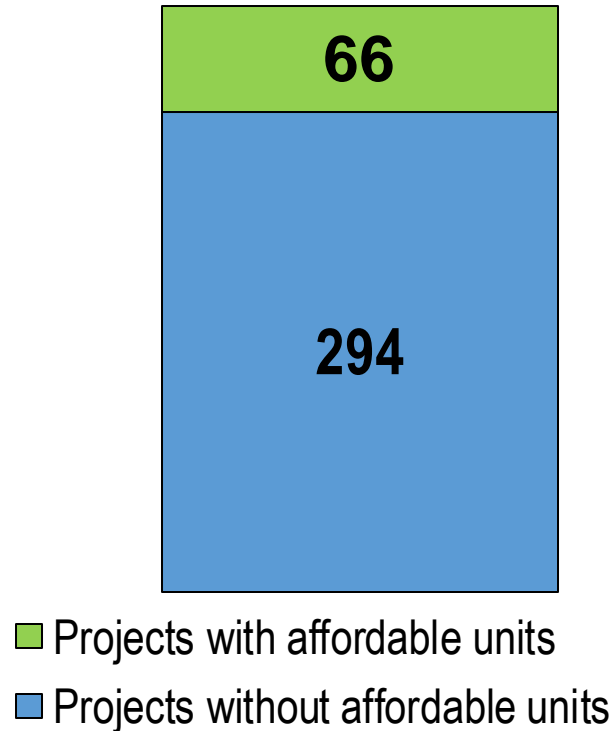
Data source: "Table 8," *Comprehensive Housing Affordability Strategy* data (2006-2010 and 2013-2017), Dept. of Housing and Urban Development: <https://www.huduser.gov/portal/datasets/cp.html> (accessed Sept 2020).





MV Objective: Increase the regional supply of housing attainable for a variety of households

Projects that include affordable or deed-restricted units, 2015 to 2027

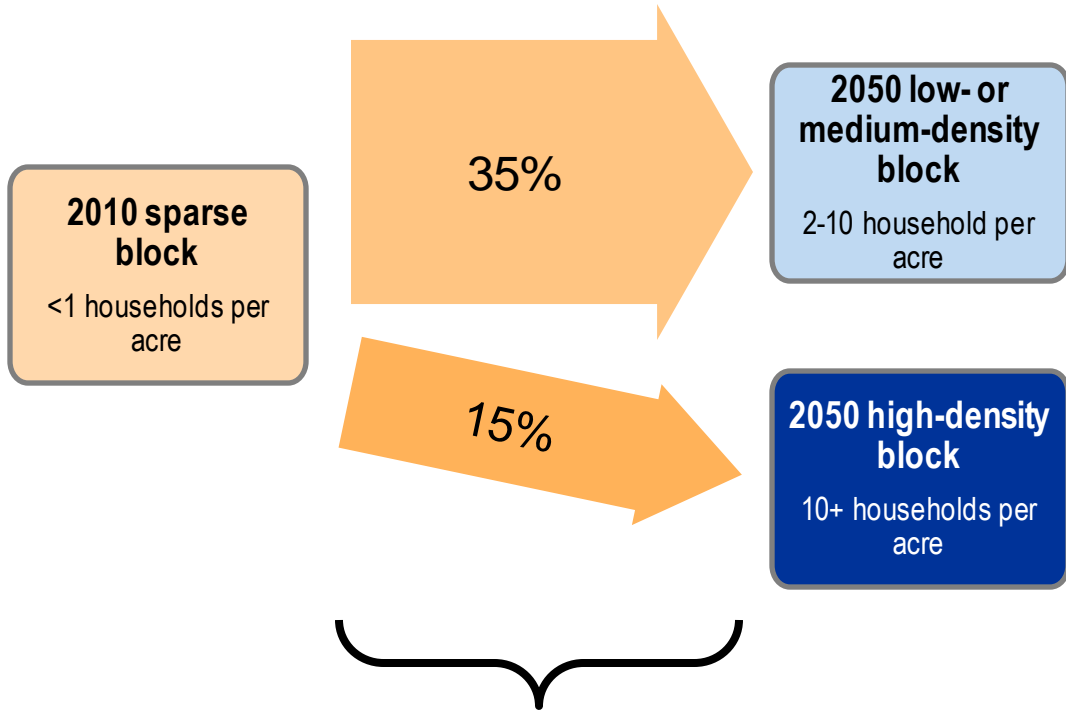


- **1,543**: development projects in DRCOG's scheduled development dataset (recently completed or planned in Denver region)
- **360**: development projects where the presence of affordable/deed-restricted units could be determined
- **73,000**: units included in these 360 development projects
- **5,000**: affordable/deed-restricted units identified (6.9% of identifiable units)

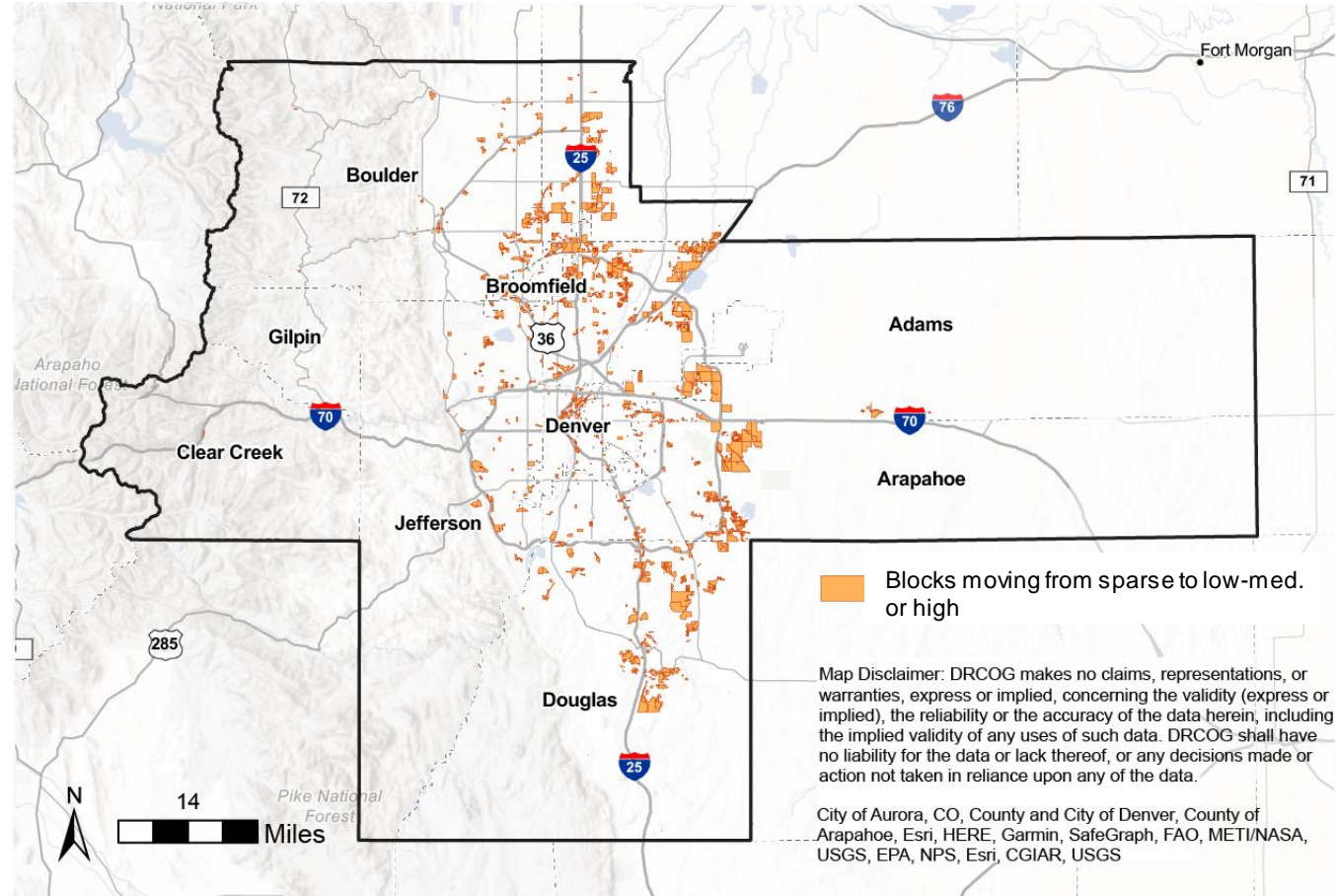


MV Objective: Contain urban development in locations designated for urban growth and services.

Total household growth captured 2010-2050



Areas shown account for **50%** of total household growth

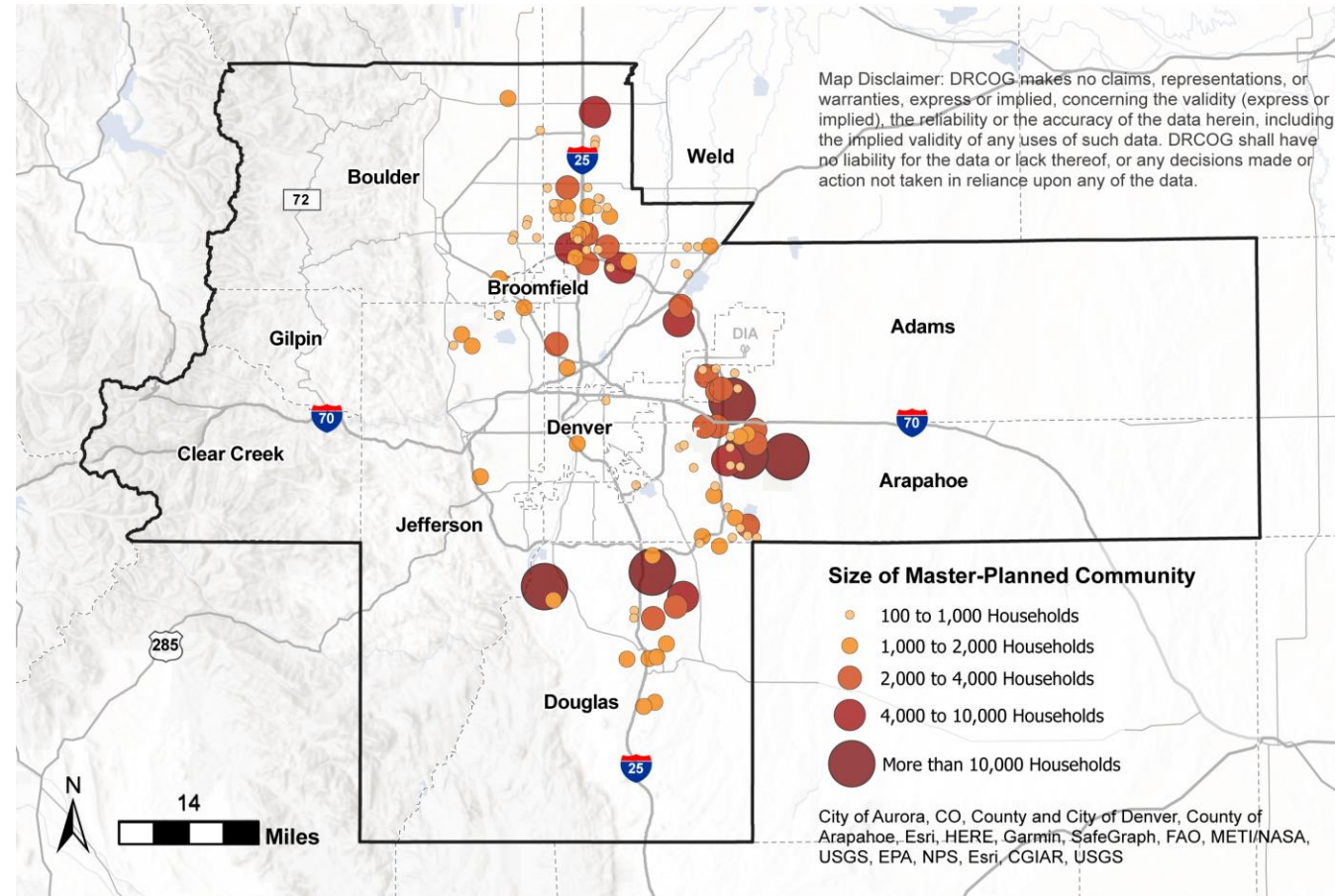




MV Objective: Coordinate local and regional urban growth priorities... within regionally designated growth areas.

215,000+ housing units in master-planned communities

- Note: Many totals shown are estimated build-out year beyond 2050
- Small-area forecast attempts to balance local growth expectations with assumptions of growth deceleration (2030-2050)

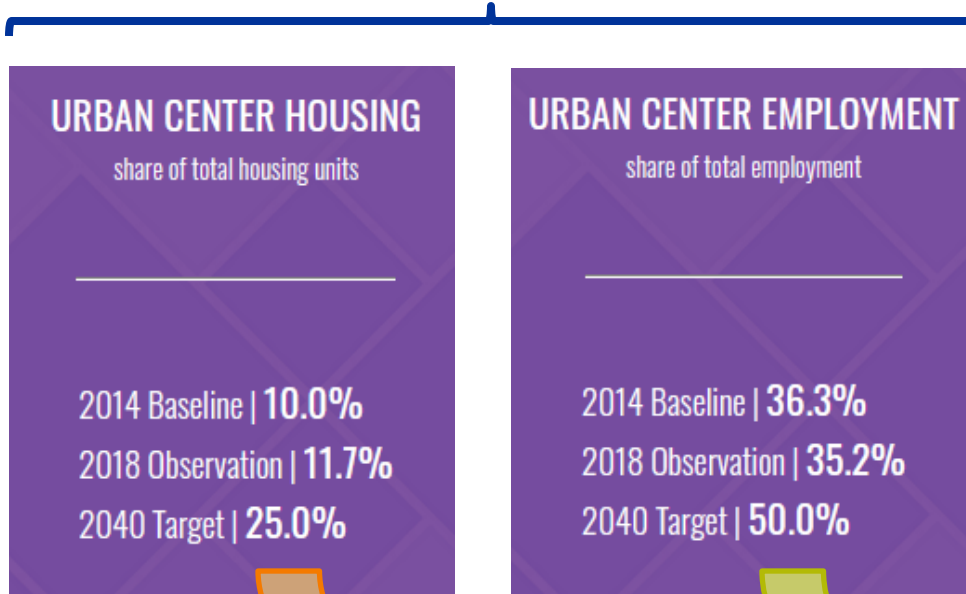




MV Objective: Increase housing and employment in urban centers.

Share not increasing as envisioned

Aspiration



Small-area forecast

Year	Share of Households	Share of Jobs
2010	8.8%	37.4%
2020	10.8%	35.6%
2030	12.7%	34.4%
2040	13.2%	33.1%
2050	13.0%	32.1%



A few next steps related to DRCOG's small-area forecast

- Q1 2021: public review of DRAFT 2050 *Metro Vision Regional Transportation Plan*
- Discussions with Board of Directors re: "deeper dive" topics from gap analysis (e.g. affordable housing, urban centers, etc.)
- Piloting more formal feedback loop with State Demography Office (opportunity for additional local input on county-level forecasts)
- Additional land use model improvements:
 - Revisit choice models
 - Hybrid control totals

QUESTIONS/DISCUSSION

Brad Calvert, Director
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bpcalvert@drcog.org
303.480.6839



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